JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date 19 July 2004
IMRBPB #078

Title:	Analysis of fuel tank flammability reduction or inerting systems
Submitter:	EASA/JAA
Issue:	MSG Analysis needs to be adapted to address fuel tank inerting or flammability reduction systems in order to ensure that a preventative maintenance programme (SFAR 88 2(b) 2(c)).
Problem:	Applying the methodology as it currently exists would result in no tasks or economic FEC 9 tasks. In terms of safety, these systems are far too significant to leave to such a discretionary result.
Recommendation:	Fuel tank flammability reduction or inerting systems should be classified as emergency/safety equipment.

IMRBPB Position:

Sept 2004
A copy of JAA Administrative & Guidance Material Section 2: Maintenance part 3: Temporary Guidance Leaflet #47, Guidance on CJAA Interim Policy on Fuel Tank Safety and its implementation was provided to all participants.

CAA/JAA requested a position on the route selection of inerting systems.

The regulatory/Industry WG confirmed that this system would be a route 8 item.

Issue Paper closed

April 2009
Re open during 2009 IMRBPB.

The IMRBPB considers that fuel tank flammability reduction or inerting systems should be classified as emergency/safety equipment. The MSG 3 analysis would then be applied accordingly considering this classification.

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